

The Hong Kong Daily Press.

No. 9614 第四百五十九號

廿六日七月四十號

HONGKONG, THURSDAY, AUGUST 26TH, 1888.

四百五十九

號三十二月八英港香

PRICE \$2 PER MONTH

SHIPPING.

ARRIVALS.

August 22, DAPIA, British str., 536, Niolen, Whampoa 22nd August, General—CHI-

NESSE.

August 22, WOOANG, British str., 1109, J. H.

Harris, Wham and Chinkiang 15th August,

Wheat and Rice—BUTTERFIELD & SWINE-

FIELD, 22nd August, Duke of BUCKINGHAM, Brit. str.,

22d, T. C. BURDINE, Saigon 17th August,

General—JARDINE, MATTHESON & CO.

August 22, ZILVEREN KRUIZ, Dutch corvette,

J. C. JOCHE, Shanghai 13th August.

August 22, VICTORIA, British str., 1530, John

COUNDR, Nagasaki 16th August, Coal—

TARASINA COLLIERY.

August 22, HAIPRONG, British steamer, 1,122,

Harris, Foochow 13th August, Amoy 20th,

General—DOUGLAS LA-

FRANK & CO.

August 22, ANTON, German str., 336, E. Acre-

bo, Pakhoi 19th August, and Holhow 21st,

General—WIELER & CO.

August 22, NINGPO, German str., 769, Schulz,

Shanghai 14th August, General—SIE-

MESSEN & CO.

August 22, BOKEKA, British steamer, 1,711,

S. Basin, Yokohama 14th August, Mails

and General—P. & O. S. N. CO.

August 22, NOBRED, Norwegian str., 1,367,

Nielsen, Nagasaki 17th August, Coal—M.

B. KAISHA.

CLEARANCES.

AT THE HAWKING MANTER'S OFFICE,

22ND AUGUST.

Glaucus, British str., for Singapore.

Bengala, British str., for Singapore.

Peking, German str., for Shanghai.

Phra Chula Chom Kiao, Brit. str., for Bangkok.

Fobien, British str., for Swatow.

DEPARTURES.

August 22, ALWINNE, German str., for Holhow.

August 22, CLAXTON, British str., for Whampoa.

August 22, DEUTSCHLAND, British str., for Amoy.

August 22, DRACHENFELD, German str., for

Hoogo.

August 22, ZAMBESI, British str., for Saigon.

August 22, POLYHIMMIA, German steamer, for

Hamburg.

August 22, PHRA CHULA CHOM KIAO, British

str., for Bangkok.

August 22, FORTUNA, British str., for Swatow.

August 22, GLACIA, British str., for London.

August 22, NINGPO, German str., for Whampoa.

August 22, WOOSTON, British str., for Whampoa.

POSSASSERS.

ARRIVED.

For Dukes of Buckingham, str., from Saigon.

For Haipong, str., from Coast Ports—Mrs.

Morris and Child, Messrs. Pye and Tomes, and

70 Chinese.

For Anton, str., from Pakhoi, &c.—13 Chi-

nes.

For Ningpo, str., from Shanghai.—Mr. Käm-

mer and 15 Chinese.

For Rikishi, str., from Yokohama.—For

Hongkong—Mr. and Mrs. Ridgway, Messrs. N.

Saunders, S. H. Froll, and 1 Chinese.

For Colombo—Messrs. Talbot and F. A. Craw-

ford. From Hoogo—for Hongkong—Messrs.

Ah Foo and Chay Kun and servant, and 6 Chi-

nese.

REPORTS.

The Norwegian steamer Norden, from Nagasi-

ka 17th August, reports bad fine weather and

heavy waves in China waters.

The German steamer Niobe, from Shanghai

15th August, reports bad fresh and moderate

south-easterly winds and fine weather throughout.

The British steamer Haipong, from Foochow

16th August, Amoy 20th, and Swatow 21st, re-

ports from Foochow to Amoy experienced mod-

erate winds, when the wind N.W.

prevailed, and was forced to put into anchorage

in a typhoon. From Amoy to Swatow light S.W.

to W.S.W. winds; thence to Hongkong light

W. to W.S.W. winds. Steamer in Foochow—

Tukia and Wenhsien. Steamer in Amoy—Flint-

shire.

The British steamer Woosung, from Wuhan

and Chinkiang 15th August, reports on the 16th

instant had moderate S.E. breeze and fine weather

at Steep Island; thence encountered heavy

E.S.E. sea, and was forced to put into anchorage

at the Ken-shan Islands. On the 17th proceeded

and experienced the same heavy sea and wind

freshening with falling barometer, anchored

in the Taku Tides, owing to shipping large

quantities of rice, with which the wind

prevailed from north. On the 18th wind veered

towards W. and weather, improving pro-

ceeded with light S.E.W. breeze with smooth

sea to port.

AMOT SHIPPING.

ARRIVED.

5. HALIBUT, British str., from Hongkong.

5. FEE-CHI, Chinese str., from Foochow.

6. NAMOS, British str., from Foochow.

6. FOKEIN, British str., from Tamsui.

7. HUATAN, British str., from Hongkong.

7. HUMBER, British str., from Swatow.

8. FORMOSA, British str., from Foochow.

8. VIASAR, Spanish str., from Manila.

8. CHENG YAN, Chinese g.t., from Foochow.

8. GIT SENG, Chinese g.t., from Foochow.

9. DIAMANTE, British str., from Hongkong.

9. GLOUCESTERSHIRE, German str., from H.W.

9. ELIZABETH, German str., from H.W.

9. MARY, German str., for Amoy.

9. FREDERICK, British str., from Tamsui.

9. H. L. STANLEY, British str., for Amoy.

1888. NOW READY. 1888.
THE CHRONICLE AND DIRECTORY
FOR 1888.
WITH WHICH IS Incorporated
THE CHINESE DIRECTORY.
(THE SIXTH ANNUAL ISSUE),
COMPLETE WITH APPENDIX, PLANS, &c., &c.,
Royal Socy. pp. 1200... \$5.00.
SMALLER EDITION, Royal Socy. pp. 816... \$3.00.

THE CHRONICLE AND DIRECTORY
has been thoroughly revised and brought up
to date, and is again much increased in bulk.

It contains Descriptions and Statistical
Annals of, and Directories for
HONGKONG, Kowloon, and Macao.

Kobe (Hyogo).

Do. Ladies' Directory Osaka.

Do. Peck Directory Tokyo.

Do. Military Forces, Yokohama.

MACAO—
Pakhoi.
Hainan.
Wanshan.
Canton.
Swallow.
Amoy.
Takao.
Taiwan.
Tamsui.
Kiu-kung.
Foochow.
Quia-hou.
Ningpo.
Shanghai.
Chinkiang.
Wuhu.
Kiu-kung.
Hankow.
Ihang.
Chungking.
Hsien.
Takao.
Tsin-tsin.
Peking.
Port Arth.
Newchwang.
Corea—
Seoul.
Jinan.
Pienan.
Yuenan.
Japan—
Nagasaki.
NAVAL SQUADRONS—
British.
United States.
French.
German.
Japanese.
Greece.
Northern.
P. & O. N. Co.
Japan M. S. S. Co.
Indo-China S. N. Co.
Scottish Oriental S. Co.
Dongas S. S. Co.
Miscellaneous Coast
China M. S. N. Co.
Steamers.

The LIST OF RESIDENTS now contains
the names of
FOURTEEN THOUSAND AND FIVE HUNDRED
FOREIGNERS.

arranged under one Alphabet in the strictest
order, the initials as well as the surnames
being alphabetical.

The MAPS and PLANS have been mostly
re-engraved in a superior style and brought up
to date. They now consist of

FLAG OF MERCANTILE HOUSES IN CHINA.

CODE OF SIGNALS IN USE AT VICTORIA PEAK.

MAP OF THE ISLAND OF HONGKONG.

PLAN OF THE CITY OF VICTORIA.

PLAN OF MOUNTAIN DISTRICT, VICTORIA.

PLAN OF EDISON CONCESSIONS, SHANGAI.

PLAN OF YOKOHAMA.

PLAN OF MANILA.

PLAN OF SAIGON.

PLAN OF TOWN AND ENVIRONS OF SINGAPORE.

PLAN OF GEORGE TOWN, PENANG.

Among the other contents of the book are—
An Anglo-Chinese Calendar. Mean of Barometric
and Thermometer, Rainfall, &c.

A full Chronology of remarkable events since
the advent of foreigners to China and Japan.

A description of Chinese Festivals, Fast, &c.,
with the days on which they fall.

Compendium of Metric Weights, &c.

Table of Hongkong's Steam Dishes.

The Hongkong Postal Guide for 1888.

Scales of Commissions and Charges adopted by
the Chambers of Commerce of Hongkong.

Hongkong Chair, Jiru-kueh, and Boat Hire.

The APPENDIX consists of

Five Hundred PAGES
of closely printed tables, to which reference is
constantly made by residents and those
having commercial or political relations with the
Countries embraced within the scope of the
CHRONICLE and DIRECTORY.

The Contents of the Appendix are too numerous
to recapitulate in an Advertisement, but
please—

TREATIES WITH CHINA—

Great Britain, Nanking, 1842

Tientsin, 1858

“ “ Chefoo, with Addition Article
Opium Convention, 1858.

and all others not abrogated.

France, Tientsin, 1858

Convention 1860

“ “ Tientsin, 1858

“ “ Treaty of Commerce, 1868.

United States, Tientsin, 1858

Additional 1868

Peking, 1858

German, Tientsin, 1861

Peking, 1860

Russia, Japan, Spain, Brazil, and Peru.

TREATIES WITH JAPAN—

Great Britain—Netherlands

United States—Greece

United States—Corea

Treaties with Corea

Treaties with Siam

Treaties with Annam

Treaties with Cambodia

CUSTOMS TARIFFS—

Chinese Siamese

Japanese Korean

Legislation—

Orders in Council for Government of H. R. M.

India in China and Japan, 1865, 1877,

1878, 1881, 1884, 1884, 1886, 1886.

Rules of H. R. M. Supreme and other Courts
in China and Japan

Tables of Consular Fees

Code of Civil Procedure, Hongkong

Table of Hongkong Court Fees

Admiralty Rules

Foreign Jurisdiction Act

Regulations for the Consular Courts of United

States in China

Rules of Court of Appeals at Shanghai

Chinese Passenger Act

TRADE REGULATIONS—

China Siam

Japan Customs Sizure, China

Customs and Harbour Regulations for the dif-

ferent ports of China, Philippines, Siam, &c.

Pilotage Regulations

Chancery—

Chancery of the Colony

Rules of Legislative Council

Port Regulations

Ac., &c., &c.

Orders may be sent to Daily Press Office, where
it is published, or to the following Agents—

Mr. F. A. de Cossé.

Messrs. Quinch & Co.

AMCO.—Messrs. G. Gorard & Co.

FOOCHOW.—Messrs. Hedges & Co.

NINGPO.—Messrs. Kelly & Walsh, S. G. H.

SHANGHAI.—Hall & Holt Co-operative Co.

SHANTUNG.—Messrs. Kelly & Walsh.

NORTHERN & EASTERN TRADING CO.—

Messrs. Kelly & Walsh, Shanghai.

YOKOHAMA.—Messrs. Kelly & Walsh.

MANILA.—Messrs. Diaz Perea & Co.

SINGAPORE.—Messrs. Schroeder Frères

and Gards

HANOI.—Mr. F. Mainfray.

HAI-FOONG.—Mr. G. Gallois.

HANGKOK.—Messrs. G. Gallois & Co.

SINGAPORE.—Messrs. Kelly & Walsh.

PEKING.—Messrs. Maynard & Co.

COLOMBO.—Messrs. A. M. & J. Ferguson.

CALCUTTA.—Messrs. Newnham & Co.

SYDNEY.—Messrs. Gordon & Goto.

MELBOURNE.—Messrs. Norton, Hargrave & Co.

EDINBURGH.—Messrs. Gordon & Goto.

LONDON.—Messrs. Alcock, Clement's Land.

LONDON.—Messrs. Street & Co., Newgate.

EDINBURGH.—Messrs. W. & J. C. G. & Co.

EDINBURGH.—Messrs. W. & J. C. G. & Co.

EDINBURGH.—Messrs. W. & J. C. G. & Co.

PARIS.—Mr. L. H. Kichy, 66 Rue Lafayette.

BERLIN.—G. Hildebrand, 11 Alexanderstr.

SAFETY MATCHES.—Mr. L. P. Fisher, 21, Merchant Exchange.

NEW YORK.—Mr. A. Wind, 21, Park Row.

Daily Press Office, January, 1888.

NOTIFICATIONS

NOTICE

GARDEN SEEDS.

SEASON 1888-9.

THE following SEEDS required for immediate Sowing

CAN BE SUPPLIED AT ONCE—

CYCLAMEN, CINERARIA.

OUR FIRST SHIPMENT

ASSORTED VEGETABLE AND FLOWER SEEDS

have arrived, and will be ready for delivery in

A DAY OR TWO.

CATALOGUES AND GARDENING NOTES

FREE ON APPLICATION.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 17th August, 1888.

RETEUR'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

London, 20th August.

CENTRAL AFRICA.

An armed force of whites is reported in the

Coast of Africa.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

London, 22nd August.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

London, 23rd August.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

London, 24th August.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

London, 25th August.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

London, 26th August.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

London, 27th August.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

London, 28th August.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

London, 29th August.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "DAILY PRESS."]

London, 3

to restore order. Two of the ringleaders, Ch'ien Pao-sha (Pao-ta), and Ju Jeng-chi were arrested, but so great was the alarm that a crowd of peaceful residents were thinking of escaping to Amoy and the mainland by steamers! [This tax was decreed about January, 1887.]—N. C. Daily News translation.

TOKIOSA.

KELING, August, 1888.

Fornosa, the beautiful island, still deserves its name, because it is a most useful and indeed a valuable possession. There are all the beauties of the three natural kingdoms, and it appears the very person has been placed in charge of Fornosa, to develop its rich resources. The present governor, we mean. He has established steam saw mills for the splendid forests and woods in the island; he has been making roads, constructing dredges, steamship telegraphs, railways, and improving the harbours. He has also built a new church, and a tall stone tower. A new hotel, of 700 tons, at a monthly charge of \$1,000 for six months, to run Fornosa coal between Keling and Hongkong. It is also a new departure, that for the first time, one of the Douglas steamers is running coal between Keling and Hongkong; it is the new steamer *Hawking*, which arrived from Tasmania at this place to carry coal to Hongkong. The *Glen Alpine*, Kristiansand, Norway, is engaged in carrying coal for the government coal mines between Keling and the mainland. It is generally regretted that at present the state of the weather does not permit the railway labourers to carry the work without injury to their health. As soon as the weather becomes more favourable, the building operations will be pursued favourably, as far as possible. The workmen, however, of which I speak, are not yet demobilized, and three more are awaiting their fate. A large English barge is now discharging cement for government account, and the German steamer *Johann* is loading coal here for the Kiangnan Arsenal, to be sent to the Government Telegraph steamer *Pedro* is about to leave Tasmania for our port, with the son of H.H. the Emperor of Germany on board, and, according to the Governor's edict, is to proceed from Shanghai to Nanking to pass his degree of L.M.E. He is reported to be a very able young gentleman. I understand the *Feeches* is likely to return from Shanghai to Northern Ferries with a cargo of rice for the troops in garrison in our Northern ports. Of the last typhoon we had more wind than rain here, no much harm being done.—Mercury Correspondent.

NEWCHUANG.

8th August.

The rarer must have fallen more frequently than the finer, as in the case of the typhoon of the 1st, when the humidity is flooded the mud banks, and that for 200 or more the mud flats are under water and portions of the crop are lost. The damage is limited at present to the very lowest valleys and we don't think that it will materially affect the culture of the harvest.

Yesterday, according to native calculation, was the beginning of Autumn, and the weather has decidedly got cooler within the last 24 hours.—N. C. Daily News Correspondent.

KOREA.

50th August.

The steamer *Duisenland* left our sea-port, Chemulpo, on the 25th July, and was stranded 50 miles South of Chemulpo. She was bound to Mukpo. Her people arrived all safe back on the 28th July. From statements made by the captain and others, it was supposed that she had intended to anchor up near Mukpo.

On the 1st instant the steamer *Sigal* arrived at Chemulpo from Mukpo. The captain of the latter steamer reported having avoided the wreck of the *Duisenland*,—every thing about the engine-room was awry at that time, but her deck is nearly dry. On the 7th instant the German Consul-General, Mr. Klein, intends to visit the wreck of the steamer *Sigal*. The *Duisenland* is supposed to be bound for Korea, but has changed her flag. She is said to have changed her flag, which Messrs. Meyer and Co. are the owners. I hear that two more small river steamers have been purchased by our enterprising Korean friends from the Osaka Shipping Company, and will probably arrive here in a few days. The steamer *Hawking* has gone to Daegu Island on the east coast to bring wood for the steamship *Hawking*. This Majesty is anxious to have built in foreign style, "Korea!" Nothing now of Judge Dow or Mr. Mollenford.

You will no doubt be interested to learn that the Sial Club is now almost "in full accomplish," about \$30,000 being already subscribed and the list will probably reach \$4,500. The Ministers have authorized \$100 each, and other people are assessed \$50 and \$25. I think it is well.

The original Mr. Mollenford and Hans were in Korea; both gentlemen taking great interest in the scheme; it was dropped when they left.

5th August.

B. M. S. Padden arrived unexpectedly off Rose Island yesterday from Nagasaki. Jack and Celeste, who have visited the wreck of the *Duisenland* and almost daily, insist upon going to the wreck of the *Sigal* to see what damage is describable being in the ballast tanks. Their opinion is that if the lids of the tank were lowered down watertight, the ship could be floated. There is some in that theory, as far as I can see. The first serious gale, however, will probably smash her up entirely. The steamer *Hawking*, lately arrived, is about twenty tons measurement, and intended for the fire service.

GERMANY.

Not much news here lately. No ships have been "sunburned" reported or otherwise, and the Russians have not yet annexed this flourishing country. No change of note amongst residents except that some Japanese want over "to the majority," but others have been added since. It is still rumoured that a change will take place in the advisories to the King in Bonn, but nothing positively is settled yet. It is as yet impossible to learn what the King and his advisers think. Mr. Schorler, the Adelphi Consul-General, is leaving this morning. There is the rumour that the U.S. *Patrol* (not the *Monocacy*) is to be "palmed off" on the Koreans; the local quotations for old iron are said to have been influenced at once when the rumour was spread. The opinion here is that the iron would be fit for the *Patrol*. Mr. Mollenford and Hans were in Korea; both gentlemen taking great interest in the scheme; it was dropped when they left.

7th August.

B. M. S. Padden arrived unexpectedly off Rose Island yesterday from Nagasaki. Jack and Celeste, who have visited the wreck of the *Duisenland* and almost daily, insist upon going to the wreck of the *Sigal* to see what damage is describable being in the ballast tanks. Their opinion is that if the lids of the tank were lowered down watertight, the ship could be floated. There is some in that theory, as far as I can see. The first serious gale, however, will probably smash her up entirely. The steamer *Hawking*, lately arrived, is about twenty tons measurement, and intended for the fire service.

GERMANY.

Another important step in advance was made at Portsmouth yesterday (13th inst.) in the way of practically destroying the destructive effects of modern shells upon the hulls of ships of war. The old *Resistance*, after having fairly well withstood the attack of Whiteheads and submarine mines upon her double bottom, and had the leaks and other consequences of former conflicts repaired, was towed out of harbour on Thursday morning and moored fore and aft off the Old Royal Naval Dockyard and Dry-dock and Hayling Island, where she was subjected to a bombardment by various kinds of shell. From the very nose of the gun, the advantages were great on the side of the gun. The ship was deprived of motion, and was, as a matter of fact, in the position of a floating target, against which discharged from a stationary platform at close range, every shot might be supposed to exert its maximum effect without the loss of power. These conditions were essential for the purposes of the experiments, which were to test the merits of cast iron and common steel shell, the latter filled with powder and high explosives. The main tests have shown that while 10m. compound armour-plates are more than matched for the 5in. breech-loader, the latter is more than a match for solid steel plates of the same thickness, and that with the same projectiles and that both extremes of protection are equal against the gun when shotted with Palliser shell. But in all these facts it has been the rule to employ either solid projectiles or shell without bursting. It was reserved for the experiments of yesterday to demonstrate the effect of shell fire against the side and within the decks of a man-of-war. The paramount feature of novelty, however, associated with the experiments was the fact that several of the

shells consisted of steel shell charged with molten gun-cotton, for the substitution of high explosives for powder was for long considered impracticable. The transcendent importance of the *Resistance* experiments caused the Admiralty to take all possible precautions for insuring secrecy on the subject. Few of the details were permitted to transpire, and it would be difficult to publish them had they been communicated. It is understood that the metalloids were supplied by the Elswick firm under the arrangement lately concluded between them and M. Turpin, the inventor of the composition. It may be repeated here that the *Resistance*, ironclad, as she was built, was a complete type of ship, she was built for speed, and was unarmoured, being of 54in. beam, and was constructed entirely of iron plating 1in. thick. Her central battery, however, is protected by a patch of armour, extending along about two-thirds of her length, 4in. in thickness, supported upon 18in. of deck building. She is also protected against sailing by two armoured bulkheads formed of 4in. iron plate. Just for practical purposes, however, in order to determine whether she could be regarded as an unprotected ship, she was first prepared to attack her with the 9in. 2-ton breech-loading rifled gun, but the Admiralty, having regard to her mere film of side-armour, substituted for it the 5in. 6-ton breech-loader. The muzzle perforating capacity of the gun was reduced from 18in. to 12in., but this is almost three times the thickness of the *Resistance*'s vertical armour. The principal results of the experiments were the effects of shell spicing between decks. The firing was confined to the starboard side with the exception of one round, which was discharged through one of the stern windows with the object of determining the effect of shell fire against the after bulkhead. Along the whole of the gun deck 12 targets about 6ft. square were placed, and these were fitted with shelter screens, while mantelets were suspended at various points between the decks. A couple of obsolete torpedo carriages containing as many old Whiteheads were also stationed at ports within the battery with the object of ascertaining whether the impact of a fragment from a shell would suffice to explode the gunpowder charge. The gunpowder charge and fuse of the office's ammunition upon sudden liberation of the compressed air stored up in the central chamber. The high wind of Wednesday did not permit of the bulk being removed from the harbour on the day fixed, but it was safely moored off the remote Dear Bank on Thursday. The First Lord of the Admiralty was not able to be present at the experiments, but Admiral Sir George E. Callaghan, Vice-Admiral, Hydrographer, Admiralty, was present, accompanied by Lord Walter Kerr, had arrived at Portsmouth on the previous evening. At 10 o'clock yesterday morning the *Resistance* got under way and proceeded to the scene of operations. A number of small craft also put to sea containing officers and privileged visitors. The firing, which was under the superintendence of Captain Domville and a committee of officers, began about 10.30 A.M. and continued until 4 P.M., the wind varying in force and wind.

As originally arranged, the programme was divided into two parts. Two rounds, one with common steel shell

filled with gun-cotton, and the other a similar shell filled with powder, were to be fired charged against the unprotected bows of the ship, three rounds of shell-charged respectively with molten gun-cotton and gun-cotton, being subsequently exploded. The gunpowder charge and fuse of the office's ammunition upon sudden liberation of the compressed air stored up in the central chamber. The high wind of Wednesday did not permit of the bulk being removed from the harbour on the day fixed, but it was safely moored off the remote Dear Bank on Thursday. The First Lord of the Admiralty was not able to be present at the experiments, but Admiral Sir George E. Callaghan, Vice-Admiral, Hydrographer, Admiralty, was present, accompanied by Lord Walter Kerr, had arrived at Portsmouth on the previous evening. At 10 o'clock yesterday morning the *Resistance* got under way and proceeded to the scene of operations. A number of small craft also put to sea containing officers and privileged visitors. The firing, which was under the superintendence of Captain Domville and a committee of officers, began about 10.30 A.M. and continued until 4 P.M., the wind varying in force and wind.

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ISAAC HUGHES,
Secretary.

Hongkong, 8th November, 1887. [34]

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